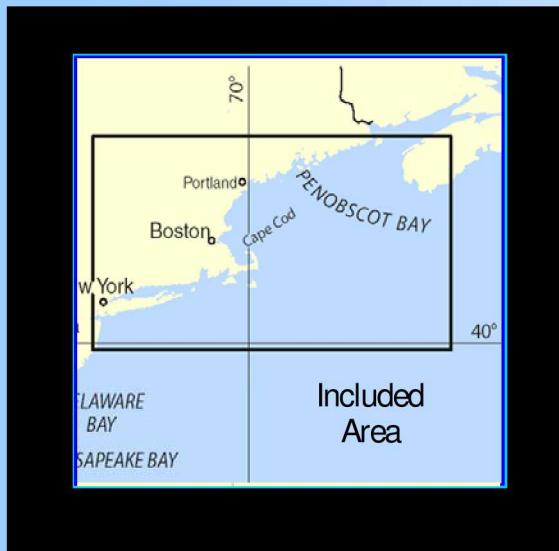


# BookletChart<sup>TM</sup>

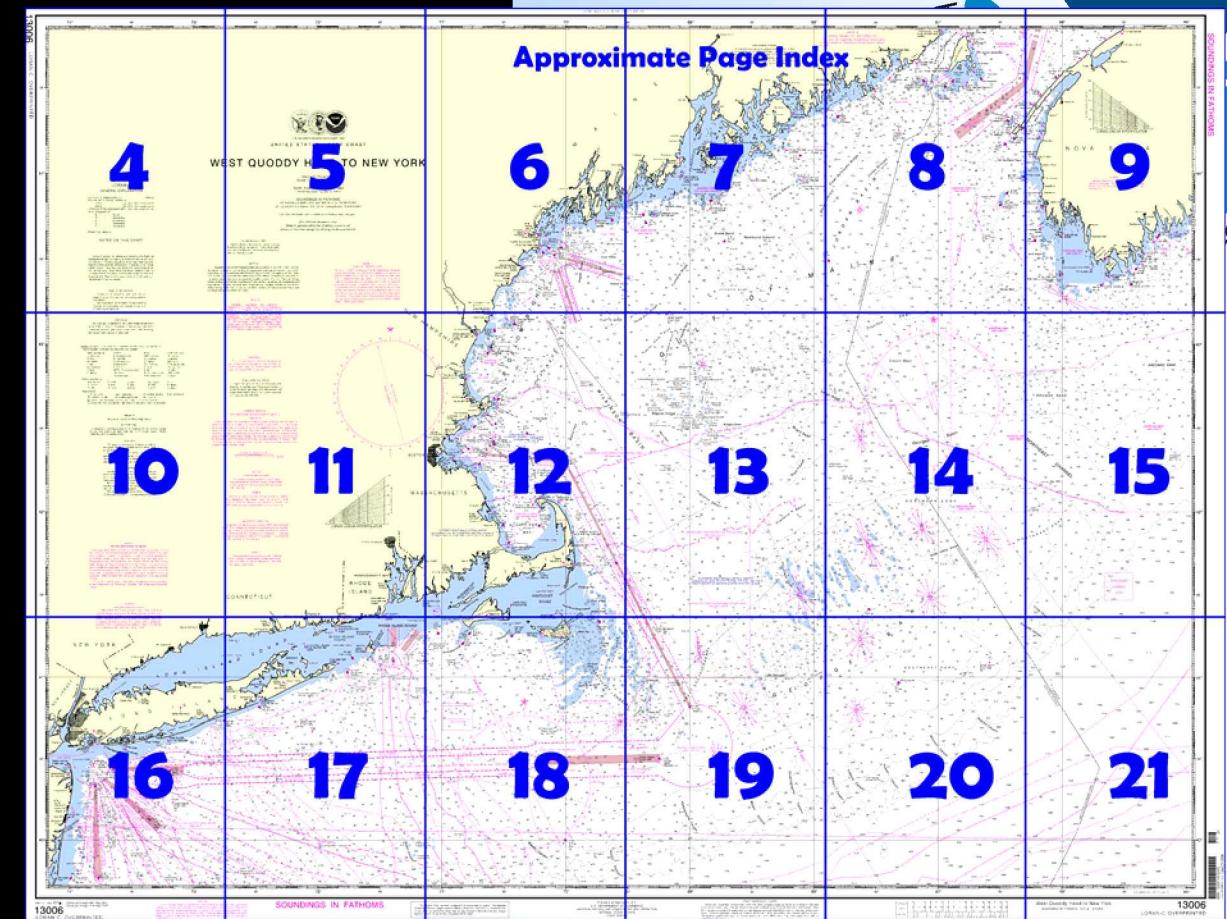
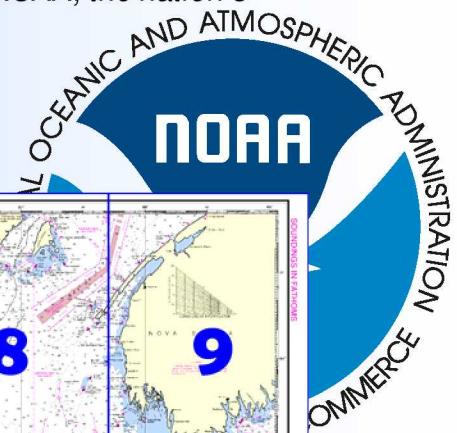
## West Quoddy Head to New York

(NOAA Chart 13006)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



## What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

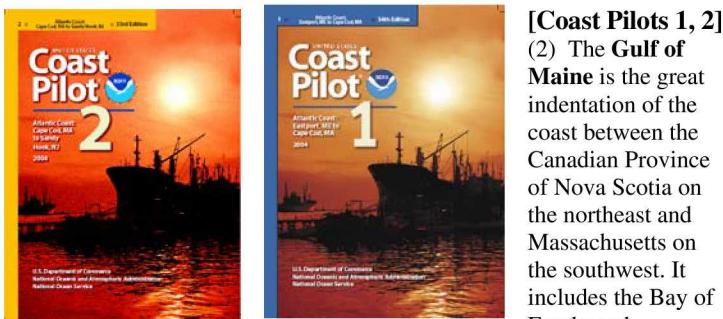
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



**[Coast Pilots 1, 2]**  
(2) The **Gulf of Maine** is the great indentation of the coast between the Canadian Province of Nova Scotia on the northeast and Massachusetts on the southwest. It includes the Bay of Fundy and

Massachusetts Bay as subsidiary features. (98) **Cape Sable** ( $43^{\circ}24'N$ ,  $65^{\circ}37'W$ ), the southern extremity of Nova Scotia, is marked with a light and a fog signal; a racon is at the light. The principal dangers off Cape Sable, Brazil Rock and Blonde Rock, are marked by lighted whistle buoys.

(5) **West Quoddy Head**, the easternmost point of the United States, is bold and wooded. **West Quoddy Head Light** ( $44^{\circ}48.9'N$ ,  $66^{\circ}57.0'W$ ), 83 feet above the water, is shown from a 49-foot red and white horizontally banded tower on the eastern edge of the headland.

(116) **Jonesport** is a fishing village on the north shore of Moosabec Reach. There is considerable trade in fish and lobsters. Boatbuilding is important, especially sport fishing boats in recent years.

(111) **Penobscot Bay**, the largest and most important of the many indentations on the coast of Maine, is about 20 miles wide from Isle au Haut on the east to Whitehead Island on the west and 28 miles long from its entrance to the mouth of Penobscot River. A chain of large and small islands divides the bay into two parts, **East Penobscot Bay** and **West Penobscot Bay**.

(432) **Casco Bay** is a very extensive area between Cape Small and Cape Elizabeth, a distance of 17.8 miles. Between these two capes the bay extends up into the land an average distance of about 12 miles.

(180) **Portsmouth Harbor**, 37 miles southwestward of Cape Elizabeth and about 25 miles northward of Cape Ann Light, is the only harbor of refuge for deep-draft vessels between Portland and Gloucester.

(3) **Boston Harbor**, the largest seaport in New England, includes all the tidewater lying within a line from the southern extremity of Deer Island to Point Allerton, about 4 miles to the southeastward. Numerous dangers lie in the approaches to the harbor. The northeastern approach is obstructed by islands and shoals which extend 4 miles from the entrance; between them are the dredged channels which lead into the harbor.

(40) **Cape Cod Bay** is contained between the peninsula of Cape Cod, on the east and south, and the mainland of Massachusetts on the west. Between these limits the bay is about 20 miles in diameter with depths ranging from 10 to 32 fathoms, except close to the shore and in its southeasterly part. Race Point, the northwesterly extremity of Cape Cod, is the eastern point; and Gurnet Point, on the north side of the entrance to Plymouth Bay, is the western point of the entrance to Cape Cod Bay.

(3) **Cape Cod**, a long peninsula jutting eastward from the mainland of Massachusetts, may be likened to an arm bent upward at the elbow. It was originally formed by the last great glacier and has been refashioned by the seas and wind. The outer end of The Cape, as it is called by eastern New Englanders, is a barren region of sand dunes with long yellow beaches, while much of the remainder of the forearm is bleak grassy country.

(4) **Nantucket, Martha's Vineyard, the Elizabeth Islands**, and numerous smaller islands were also formed by the glacier. The plains of Martha's Vineyard and Nantucket are broad grassy heaths. The Elizabeth Islands are hilly and wooded, and generally the shores are low bluffs.

(10) **Block Island** is another formation of the glacier. A prominent feature of the island is the entire absence of trees. The surface when viewed from eastward has a grassy undulating appearance, and the hills in many places show steep sandy faces.

(14) **Long Island**, originally formed by the glacier and thrusting about 105 miles eastward from New York Bay to a point abreast of New London, faces the New England coast across Long Island Sound on the north. The long, narrow outline of the island resembles that of a whale.

(3) The approach to **New York Harbor** from seaward is generally along the south coast of Long Island or the east coast of New Jersey, although the harbor is easily approached from any direction between east and south. During the approach, the south shore of Long Island will be seen to northward and the low sandy beaches of the New Jersey shore will be observed to westward. The Long Island shore is readily identified by sand hillocks and thickly settled beach communities, whereas the New Jersey shore is characterized by long sandy stretches and many summer resort settlements.

(31) **New York Harbor** is the principal entrance by water to New York City and the surrounding ports. The harbor is divided by The Narrows into Lower Bay and Upper Bay. **The Battery**, the southern tip of

Manhattan, is at the junction of East River and Hudson River. The main channel from the sea to the deepwater terminals in Hudson River has a project depth of 45 feet.

# Table of Selected Chart Notes

<b>HEIGHTS</b> Heights in feet above Mean High Water.	<b>MAGNETIC VARIATION</b> Magnetic variation curves are for 2009 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.	<b>CURRENT DIAGRAM</b> <b>GEORGES BANK AND NANTUCKET SHOALS</b> Explanation Hourly directions and velocities of tidal currents at twenty-two stations are shown by arrows. The length of the arrow from the center of the circle represents the average velocity on a scale of one inch equals two knots. The figures at the arrow heads are the hours after the time of maximum flood at Pollock Rip Channel, the daily predicted times of which are given in the National Ocean Service Atlantic Coast Current Tables. The velocities plotted should be increased by 20 percent when the moon is full or new and decreased by 20 percent when the moon is in first or third quarters. For effect of wind on tidal currents, see Current Tables, Atlantic Coast.																																																																								
<b>RADAR REFLECTORS</b> Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.	<b>HORIZONTAL DATUM</b> The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.	<b>SCALE OF VELOCITIES</b> 0 1 2 KNOTS																																																																								
<b>NOTE H</b> Recommended routing to reduce the likelihood of ship strikes of endangered whales are in effect within this area, but are not depicted on this chart. See larger scale charts.	<b>COPYRIGHT</b> No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.	<b>CAUTION</b> This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.																																																																								
<b>NOTE D</b> <b>AREA TO BE AVOIDED</b> All vessels carrying cargoes of oil or hazardous materials and all other vessels of more than 1,000 gross tons should avoid the area (MSC IMO XLI/II/18).	<b>NOTE E</b> <b>LOCAL MAGNETIC DISTURBANCE</b> An area of magnetic disturbance exists about 4 miles south of Southwest Head Grand Manan Island	<b>NOTE S</b> Regulations for Ocean Dumping Sites are contained in 40 CFR, Part 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown. The U.S. Food and Drug Administration and the National Marine Fisheries Service advise all commercial and recreational fishermen to avoid harvesting fish and shellfish from the vicinity of the industrial waste site due to the undetermined location of numerous toxic waste and low level radioactive waste containers.																																																																								
<b>NOTE I</b> <b>RECOMMENDED SEASONAL AREA TO BE AVOIDED</b> This area has been established in order to reduce the risk of ship strikes of the endangered North Atlantic right whale. It is recommended that ships of 300 gross tonnage and upwards solely in transit during the period of 1 June through 31 December should avoid the area. (MSC IMO SN.1/CIRC.263)	<b>LORAN-C</b> <b>GENERAL EXPLANATION</b> <b>LORAN-C FREQUENCY</b> .....100kHz <b>PULSE REPETITION INTERVAL</b> 5930.....59,300 Microseconds 9960.....99,600 Microseconds <b>STATION TYPE DESIGNATORS:</b> (Not individual station letter designators.) M ..... Master W ..... Secondary X ..... Secondary Y ..... Secondary Z ..... Secondary <b>EXAMPLE:</b> 9960-W	<b>RATES ON THIS CHART</b>  Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ½ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.																																																																								
<b>POLLUTION REPORTS</b> Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).		<b>ABBREVIATIONS</b> (For complete list of Symbols and Abbreviations, see Chart No. 1.) Aids to Navigation (lights are white unless otherwise indicated): <table><tbody><tr><td>AERO aeronautical</td><td>G green</td><td>N nun</td><td>R TR radio tower</td></tr><tr><td>AI alternating</td><td>IQ interrupted quick</td><td>OBSC obscured</td><td>Rot rotating</td></tr><tr><td>B black</td><td>Iso isophase</td><td>Oc occulting</td><td>s seconds</td></tr><tr><td>Bn beacon</td><td>LT HO lighthouse</td><td>Or orange</td><td>SEC sector</td></tr><tr><td>C can</td><td>M nautical mile</td><td>Osc oscillating</td><td>St M statute miles</td></tr><tr><td>DIA diaphone</td><td>m minutes</td><td>Q quick</td><td>VG very quick</td></tr><tr><td>F fixed</td><td>MICRO TR microwave tower</td><td>R red</td><td>W white</td></tr><tr><td>Fl flashing</td><td>Mk marker</td><td>Ra Ref radar reflector</td><td>WHS whistle</td></tr><tr><td></td><td>Mo morse code</td><td>R Br radiobeacon</td><td>Y yellow</td></tr></tbody></table> Bottom characteristics: <table><tbody><tr><td>Bds boulders</td><td>Co coral</td><td>gy gray</td><td>Oys oysters</td></tr><tr><td>bk broken</td><td>G gravel</td><td>h hard</td><td>Rk rock</td></tr><tr><td>Cy clay</td><td>Grs grass</td><td>M mud</td><td>S sand</td></tr><tr><td></td><td></td><td></td><td>Sh shells</td></tr><tr><td></td><td></td><td></td><td>sy sticky</td></tr></tbody></table> Miscellaneous: <table><tbody><tr><td>AUTH authorized</td><td>Obstr obstruction</td><td>PD position doubtful</td><td>Sub submerged</td></tr><tr><td>ED existence doubtful</td><td>PA position approximate</td><td>Rep reported</td><td></td></tr><tr><td>WL Wreck, rock, obstruction, or shoal swept clear to the depth indicated.</td><td></td><td></td><td></td></tr><tr><td>(2) Rocks that cover and uncover, with heights in feet above datum of soundings.</td><td></td><td></td><td></td></tr></tbody></table>	AERO aeronautical	G green	N nun	R TR radio tower	AI alternating	IQ interrupted quick	OBSC obscured	Rot rotating	B black	Iso isophase	Oc occulting	s seconds	Bn beacon	LT HO lighthouse	Or orange	SEC sector	C can	M nautical mile	Osc oscillating	St M statute miles	DIA diaphone	m minutes	Q quick	VG very quick	F fixed	MICRO TR microwave tower	R red	W white	Fl flashing	Mk marker	Ra Ref radar reflector	WHS whistle		Mo morse code	R Br radiobeacon	Y yellow	Bds boulders	Co coral	gy gray	Oys oysters	bk broken	G gravel	h hard	Rk rock	Cy clay	Grs grass	M mud	S sand				Sh shells				sy sticky	AUTH authorized	Obstr obstruction	PD position doubtful	Sub submerged	ED existence doubtful	PA position approximate	Rep reported		WL Wreck, rock, obstruction, or shoal swept clear to the depth indicated.				(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
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<b>CAUTION</b> Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.	<b>NOTE B</b> <b>PRECAUTIONARY AREAS</b> Traffic within the Precautionary Areas may consist of vessels operating between Portland, Boston, or New York Harbors, or Buzzards Bay, and one of the established traffic lanes. Mariners are advised to exercise extreme care when navigating within these areas. The normal pilot cruising area located within the precautionary area for New York Harbor is not shown on this chart. See chart 12326.	<b>PRINT-ON-DEMAND CHARTS</b> NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <a href="http://NauticalCharts.gov">http://NauticalCharts.gov</a> , <a href="mailto:help@NauticalCharts.gov">help@NauticalCharts.gov</a> , or OceanGrafix at 1-877-56CHART, <a href="http://OceanGrafix.com">http://OceanGrafix.com</a> , or <a href="mailto:help@OceanGrafix.com">help@OceanGrafix.com</a> .																																																																								
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<b>CAUTION</b> Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus: Ⓐ(Accurate location) Ⓛ(Approximate location)																																																																										
<b>NOTE F</b> <b>FIRING PRACTICE AND EXERCISE AREAS</b> Limits of Canadian Firing Practice and Exercise Areas. See Canadian Notice to Mariners No. 35 of each year.	<b>NOTE A</b> Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1, 2 & 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA, and 5th Coast Guard District in Portsmouth, VA., or at the Office of the District Engineer, Corps of Engineers in Concord, MA., or the office of the District Engineer, Corps of Engineers in New York, NY. Refer to charted regulation section numbers.																																																																									
<b>WARNING</b> The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.	<b>NOTE J</b> <b>AREA TO BE AVOIDED</b> In order to significantly reduce the risk of ship strikes to the highly endangered North Atlantic Right Whale, ships of 300 gross tons and above should avoid the area between the period of April 1st through July 31st. Reference IMO Sn/Circ. 272. Where the boundary of the Area to Be Avoided (ATBA) is co-linear with the boundary of the Traffic Separation Scheme or the boundary of the Mandatory Ship Reporting Area, it has been offset slightly for clarity.	<b>NOTE C</b> <b>TRAFFIC SEPARATION SCHEMES</b> One-way traffic lanes overprinted on this chart are recommended for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Portland Harbor and New York Harbor and the approach to Narragansett Bay, Buzzards Bay and Boston Harbor and for routing traffic through the Bay of Fundy but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution. The recommended route in the Bay of Fundy has been established by the Department of Transport, Canada. See large scale Canadian charts.																																																																								
<b>NORTHERN RIGHT WHALE CRITICAL HABITAT</b> (precautionary area: 50 CFR 226.203b, 224.103c; see note A) It is illegal to approach any right whale anywhere closer than 500 yards																																																																										

13006

LORAN-C OVERPRINTED

74° 30' 73° 30'

30'

44°

### LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz  
 PULSE REPETITION INTERVAL

5930 ..... 53.300 Microseconds

9960 ..... 99.600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master

W ..... Secondary

X ..... Secondary

Y ..... Secondary

Z ..... Secondary

EXAMPLE: 9960-W

### RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the  $\frac{1}{2}$  nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

### COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification or these aids has been omitted from this chart.

### NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown. The U.S. Food and Drug Administration and the National Marine Fisheries Service advise all commercial and recreational fishermen to avoid harvesting fish and shellfish from the vicinity of the industrial waste site due to the undetermined location of numerous toxic waste and low level radioactive waste containers.

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1, 2 & 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA., and, 5th Coast Guard District in Portsmouth, VA., or at the Office of the District Engineer, Corps of Engineers in Concord, MA., or the office of the District Engineer, Corps of Engineers in New York, NY. Refer to charted regulation section numbers.

Joins page 10

4



UNITED ST

## WEST QUODDY



ATION'S CHARTMAKER SINCE 1807

TATES - EAST COAST

# HEAD TO NEW YORK

Mercator Projection  
Scale 1:675,000 at Lat. 43°

h American Datum of 1983  
World Geodetic System of 1984 )

**OUNDINGS IN FATHOMS  
VER LOW WATER IN U.S. TERRITORY  
RMAL TIDES IN CANADIAN TERRITORY**

ion can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

For offshore navigation only)  
neral within the 10 fathom curve is not  
harm except for off lying shoals and islands.

**NEW YORK**

**NEW HAMPSHIRE**

**Joins page 6**

**Joins page 11**

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:900000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

30'

71°

30'

70°

COAST

# O NEW YORK

Joins page 5

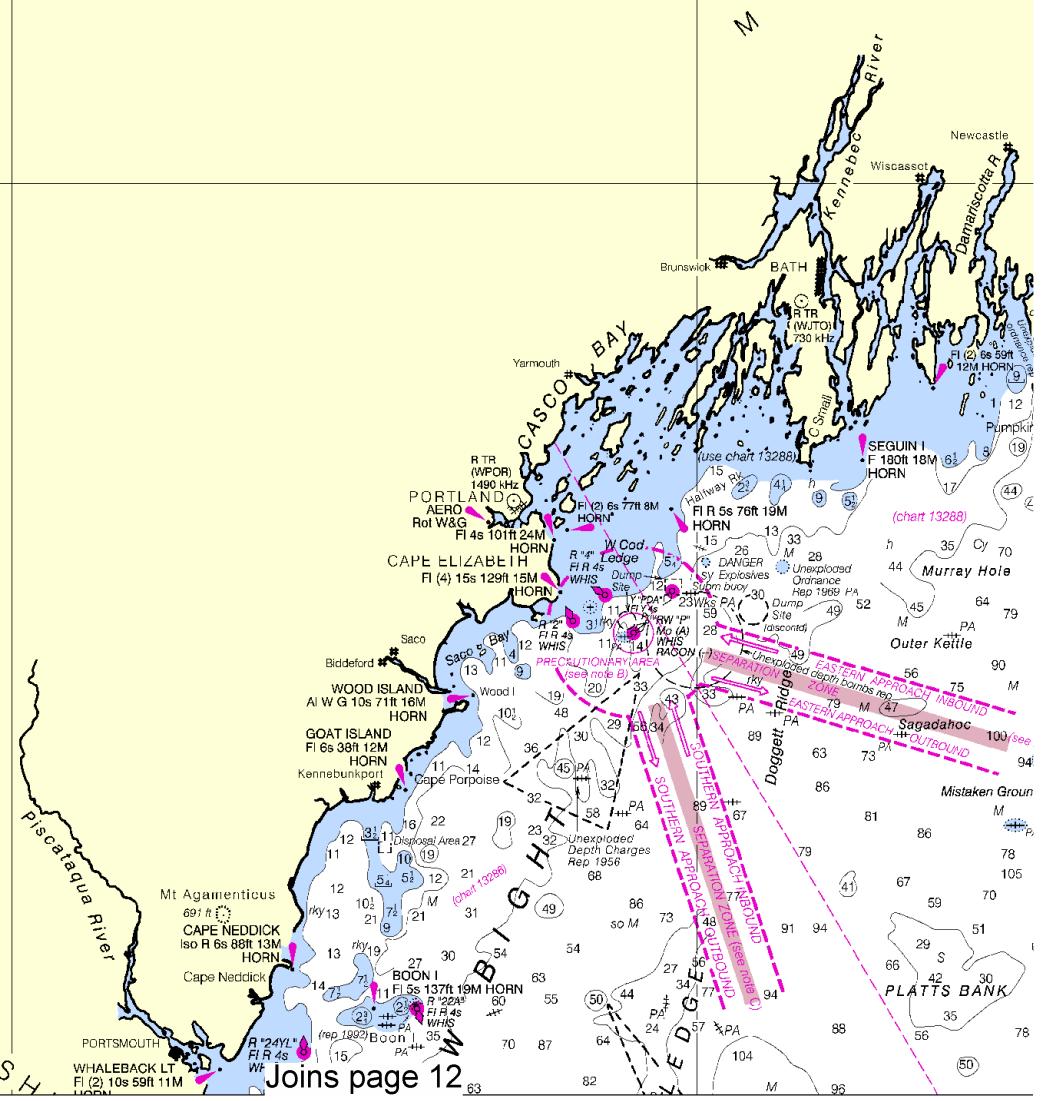
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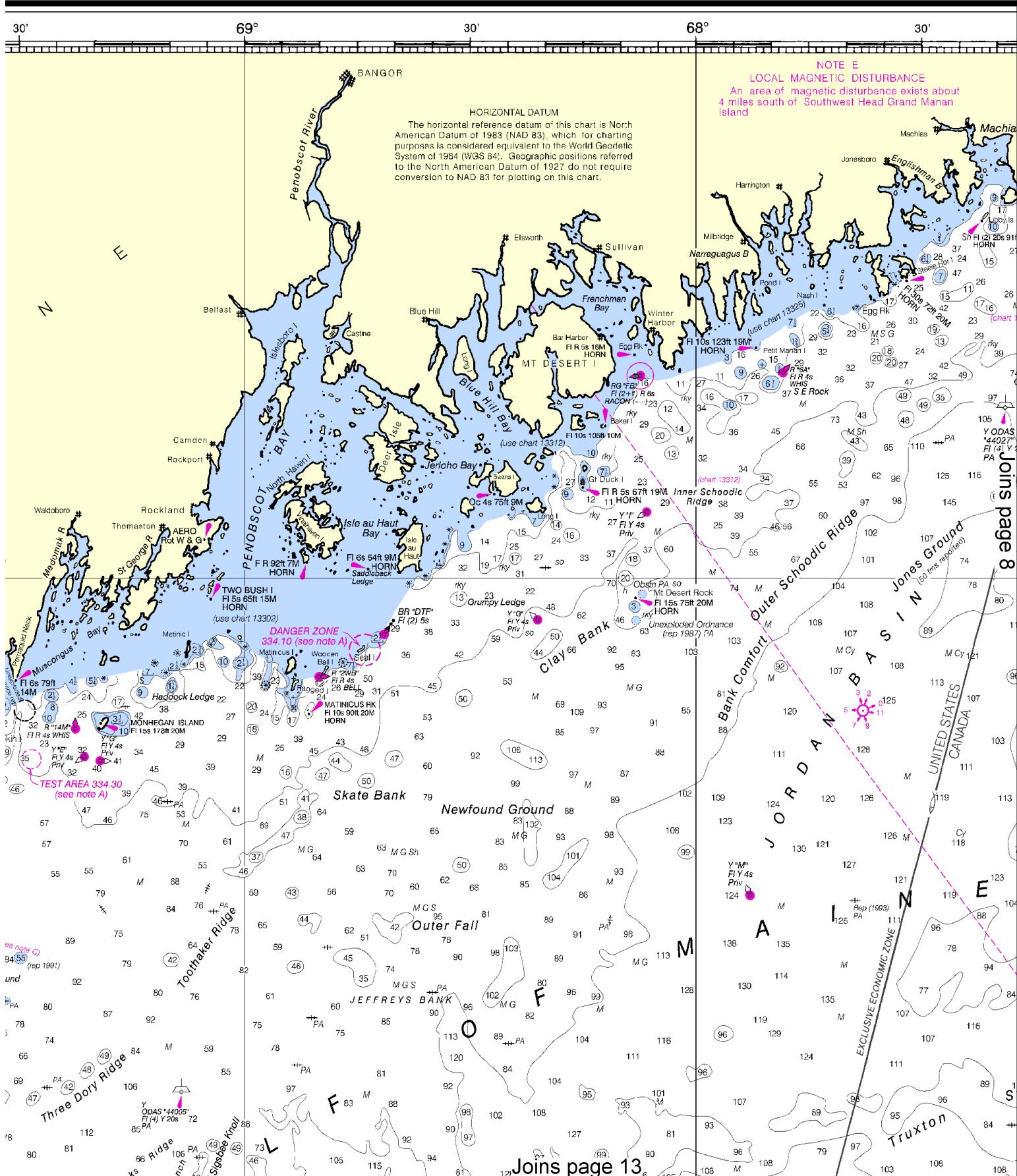
NEW HAMPSHIRE

350 0 m



Joins page 12

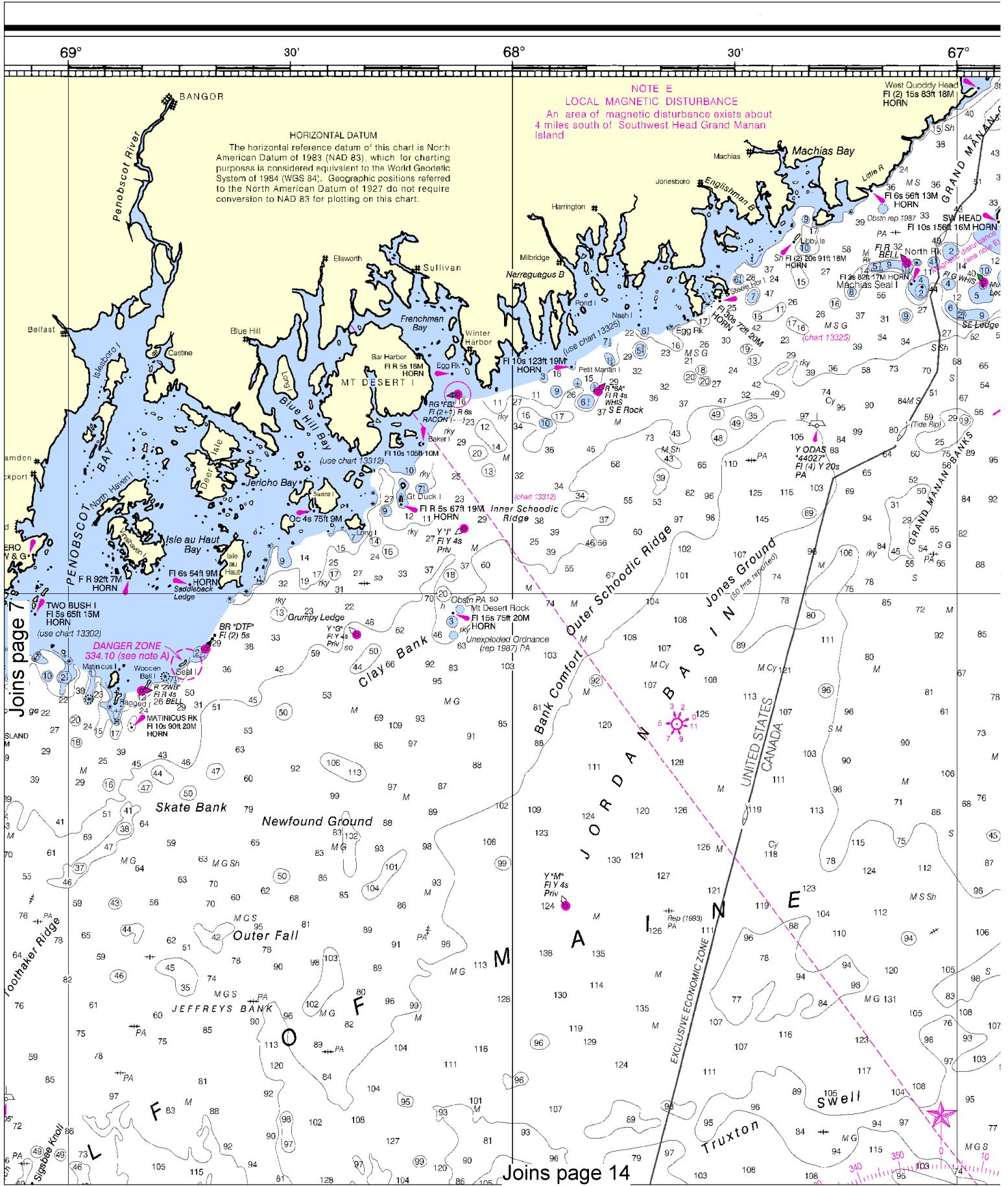




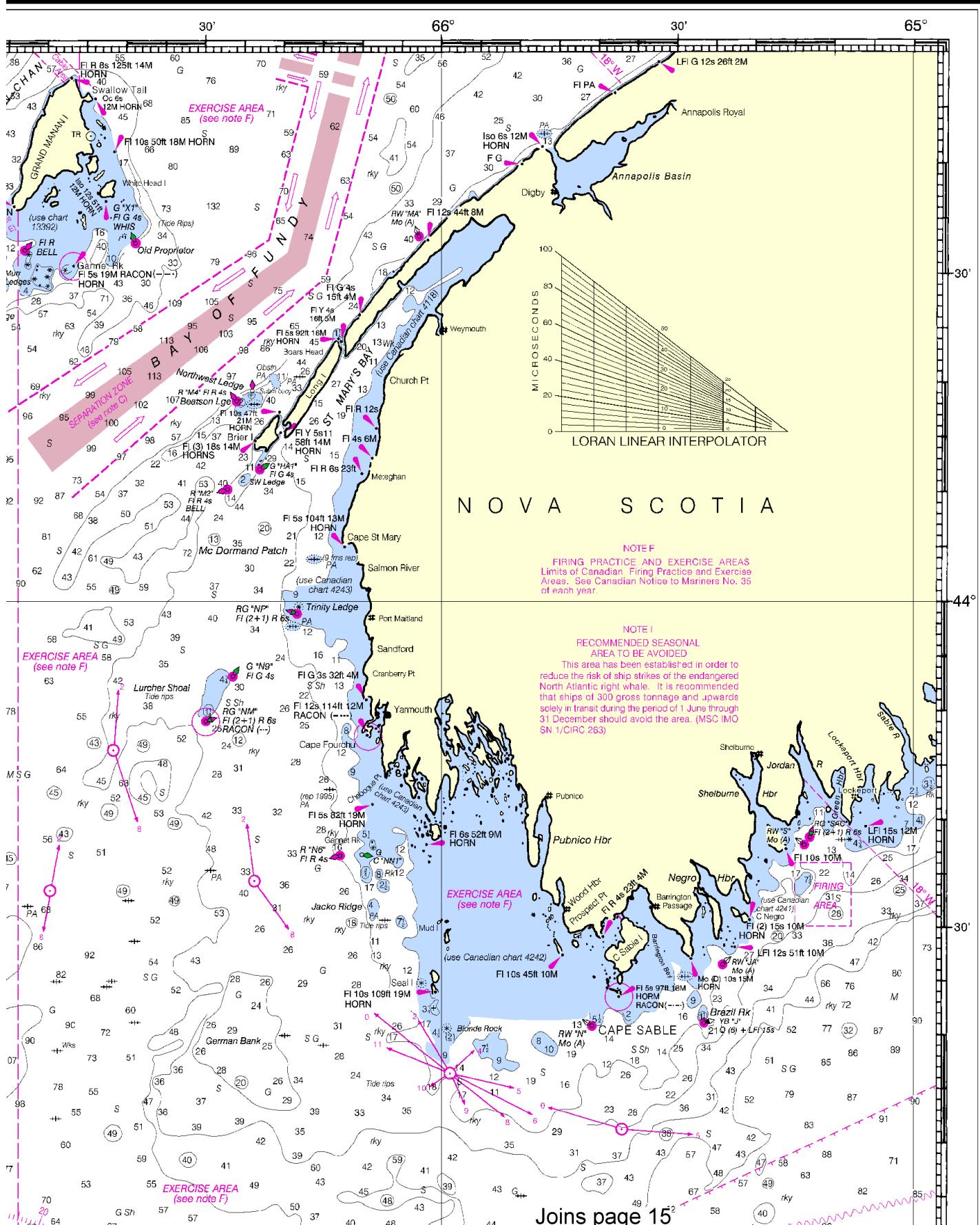
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 4710 11/23/2010,

NGA Weekly Notice to Mariners: 4910 12/4/2010,

Canadian Coast Guard Notice to Mariners: 0 12:00:00 AM.



# SOUNDINGS IN FATHOMS



49) Joins page 15

## navigation:

See Canadian List of Lights, **Joins page 4**  
 Signals for information not included in the U.S.  
 Coast Guard Light List.

## NOTE A:

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1, 2 & 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District, Boston, MA, and, 5th Coast Guard District, Portsmouth, VA, or at the Office of the District Engineer, Corps of Engineers in Concord, MA, or the office of the District Engineer, Corps of Engineers in New York, NY. Refer to charted regulation section numbers.

## COPYRIGHT

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43°

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
 Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
AI alternating	IQ interrupted quick	OBSC obscured	Ro rotating
B black	Iso isophase	Oc occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
FI flashing	Mkr marker	RoR radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

## Bottom characteristics:

Blck boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
<u>(1)</u> Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
<u>(2)</u> Rocks that cover and uncover, with heights in feet above datum of soundings.			

30'

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the U.S. Coast Guard, British Admiralty and Canadian charts.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
 (Accurate location) (approximate location)

42°

NOTE C  
TRAFFIC SEPARATION SCHEMES

One-way traffic lanes overprinted on this chart are recommended for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Portland Harbor and New York Harbor and the approach to Narragansett Bay, Buzzards Bay and Boston Harbor and for routing traffic through the Bay of Fundy but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

The recommended route in the Bay of Fundy has been established by the Department of Transport, Canada. See large scale Canadian charts.

30'

## NOTE B

## PRECAUTIONARY AREAS

Traffic within the Precautionary Areas may consist of vessels operating between Portland, Boston, or New York Harbors; or Buzzards Bay, and one of the established traffic lanes. Mariners are advised to exercise extreme care when navigating within these areas. The normal pilot cruising area located within the precautionary area for New York Harbor is not shown on this chart. See chart 12326.



## CONNECTICUT

## NEW LONDON

R TRS (VWLS) 1420 kHz  
 Connecticut River  
 Old Saybrook

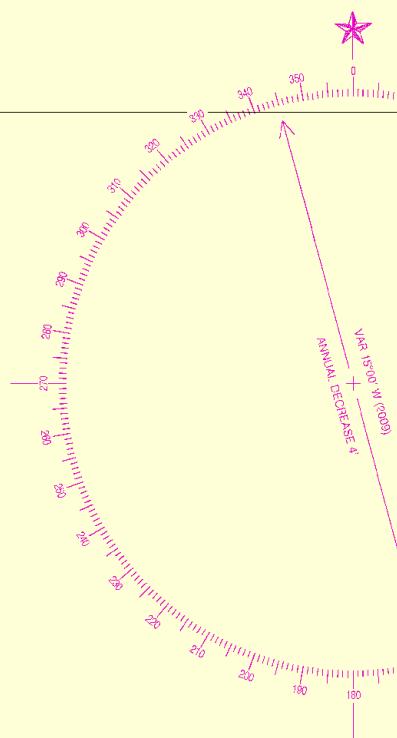
Joins page 16

10



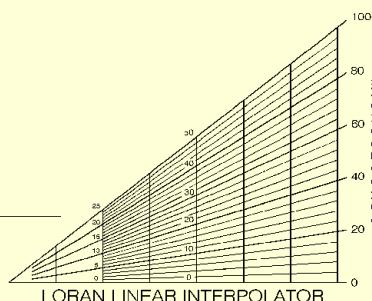
Joins page 5

NEW HAMPSHIRE



NOTE T  
CAUTION - BOSTON TSS

On June 1, 2009, the Approach to Boston TSS will be revised per the International Maritime Organization Circular COLREG 2/Circ.60 dated 10 December 2008. This chart has been corrected to show the new alignment of the TSS. In order to give the mariners time to adjust to the changes, this chart is available prior to implementation but must not be used for the approach to Boston until the effective date of June 1.



MASSACHUSETTS

NORTHERN RIGHT WHALE CRITICAL HABITAT

(protection area: 50 CFR 226.203b, 224.103c; see note A)

It is illegal to approach any right whale anywhere closer than 500 yards.

(see note B)

(see note C)

(see note D)

(see note E)

(see note F)

(see note G)

(see note H)

(see note I)

(see note J)

(see note K)

(see note L)

(see note M)

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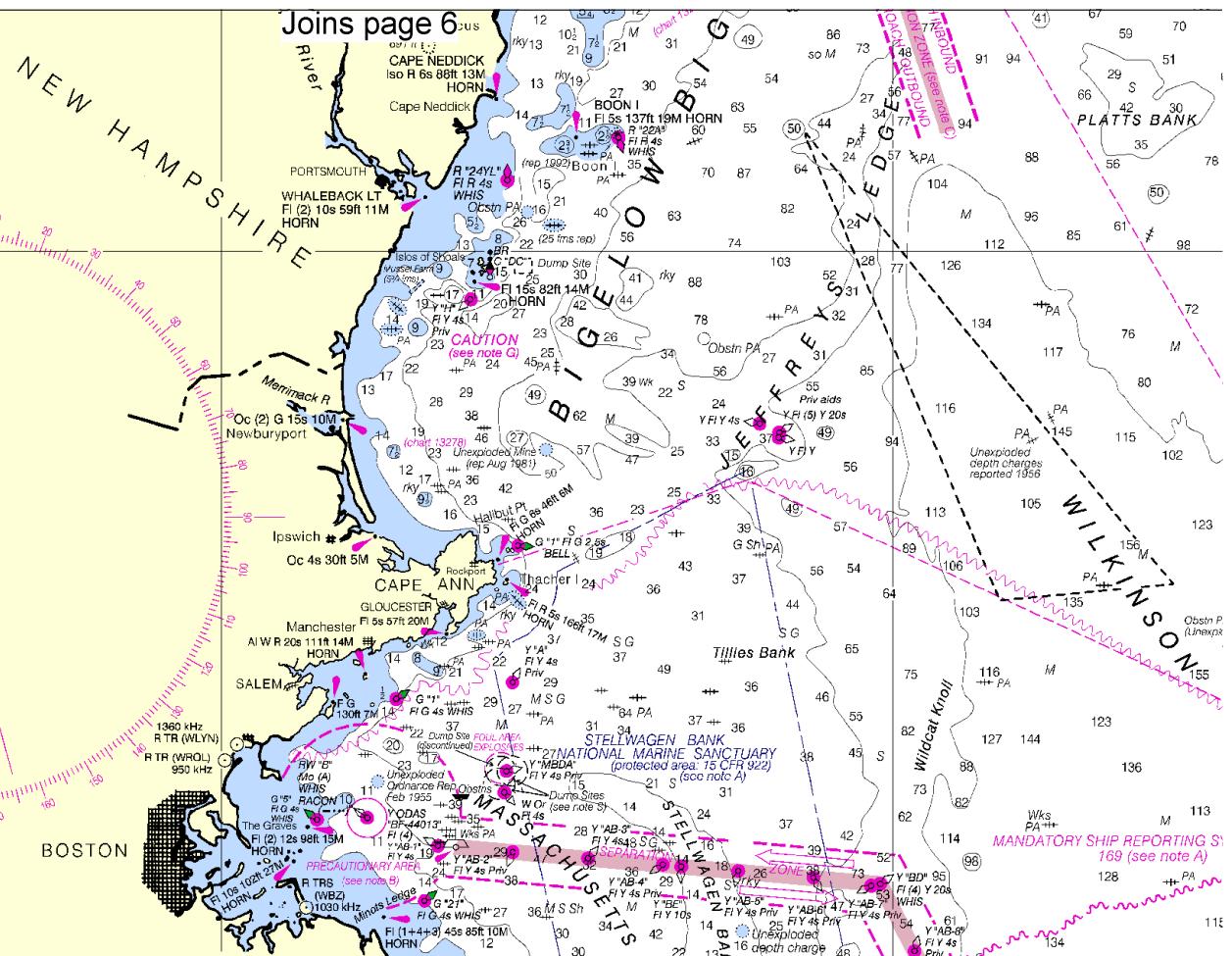
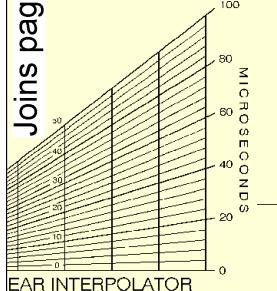
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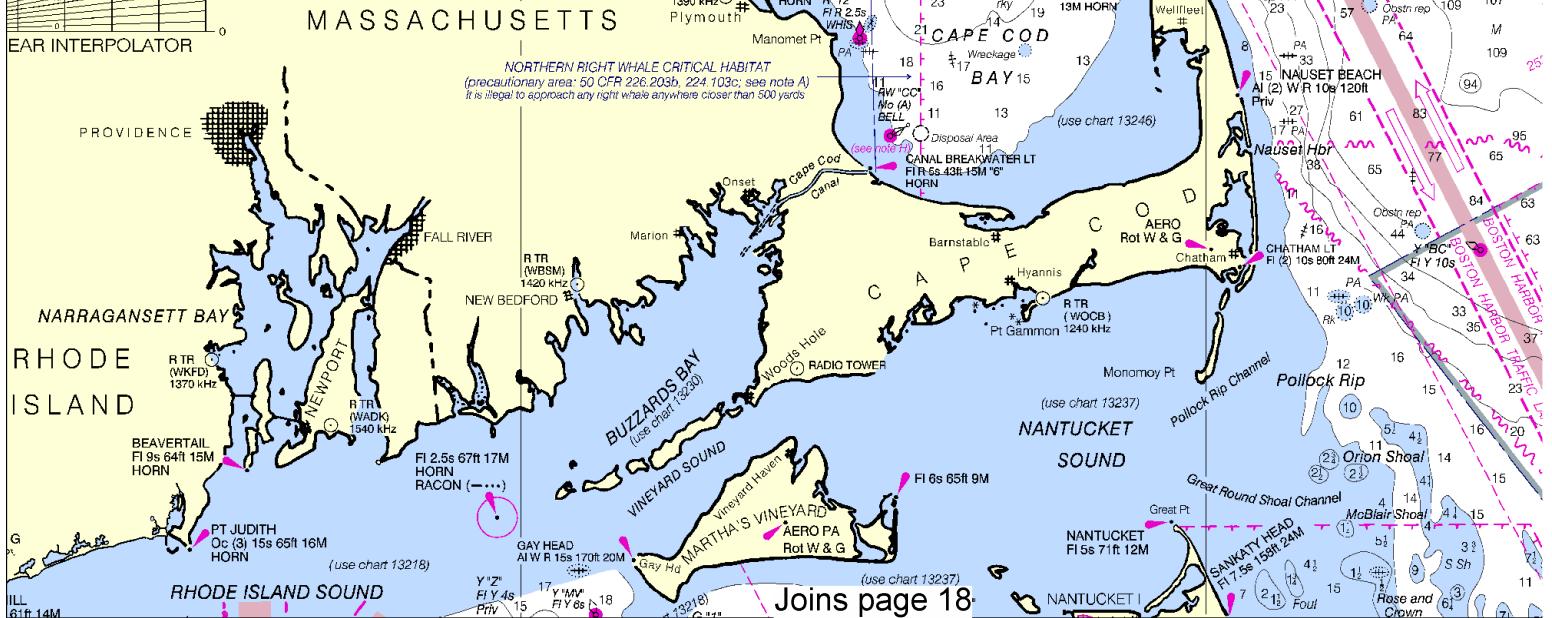
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Joins page 11



NOTE  
CAUTION - BOSTON TSS

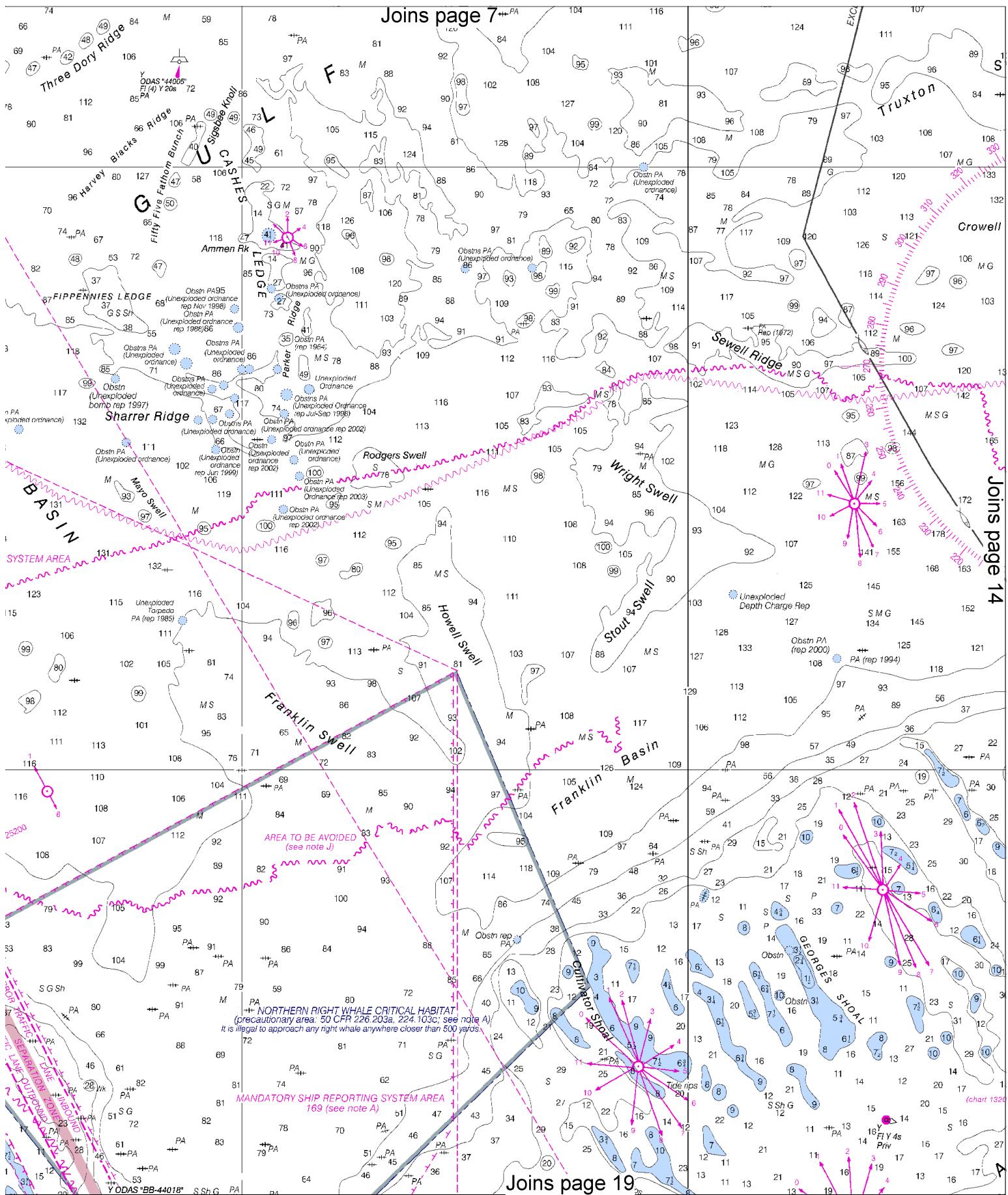
On June 1, 2009, the Approach to Boston TSS will be revised per the International Maritime Organization Circular COLREG 2/Cir. 60 dated 10 December 2008. This chart has been corrected to show the new alignment of the TSS. In order to give the mariners time to adjust to the changes, this chart is available prior to implementation but must not be used for the approach to Boston until the effective date of June 1.

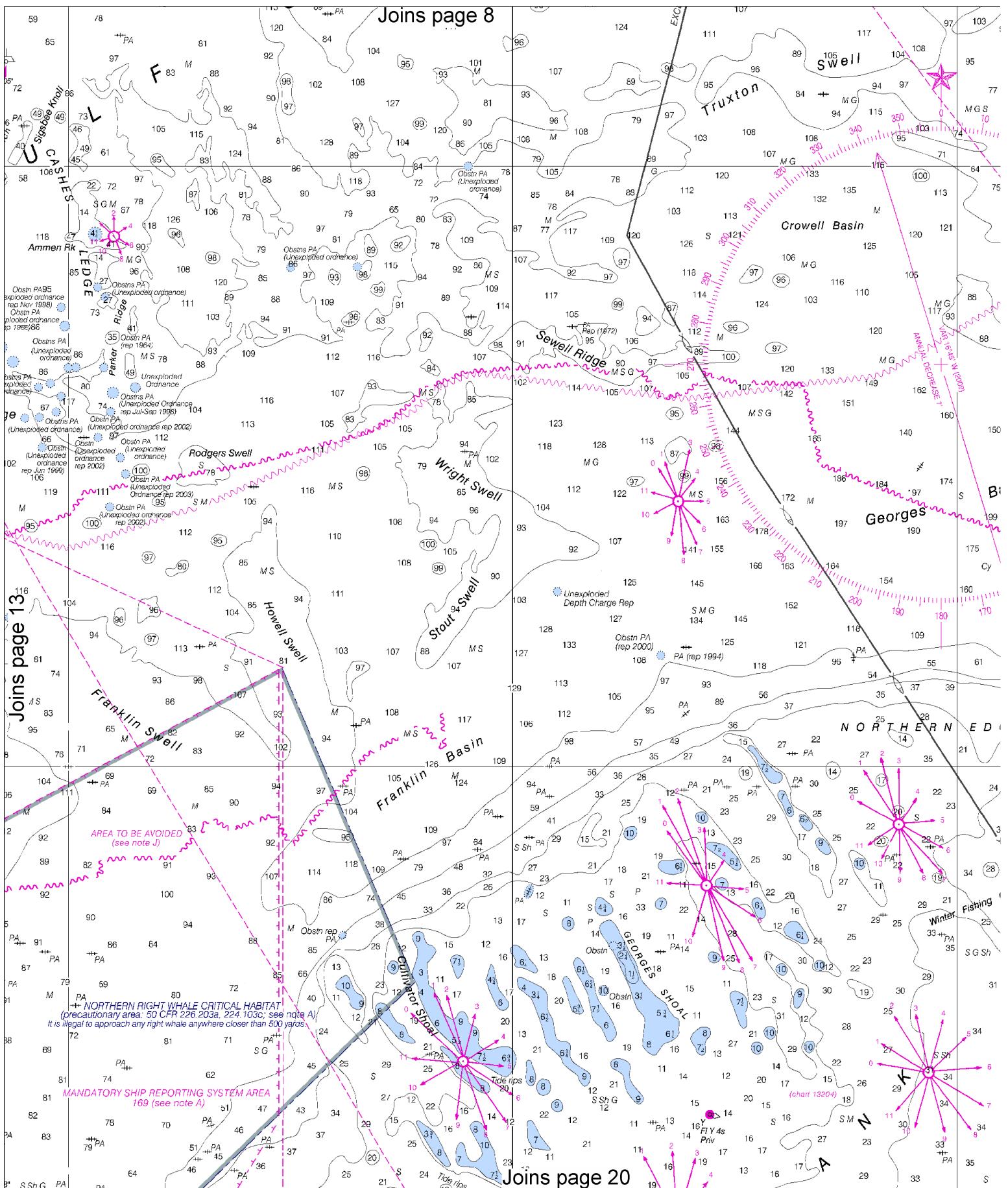


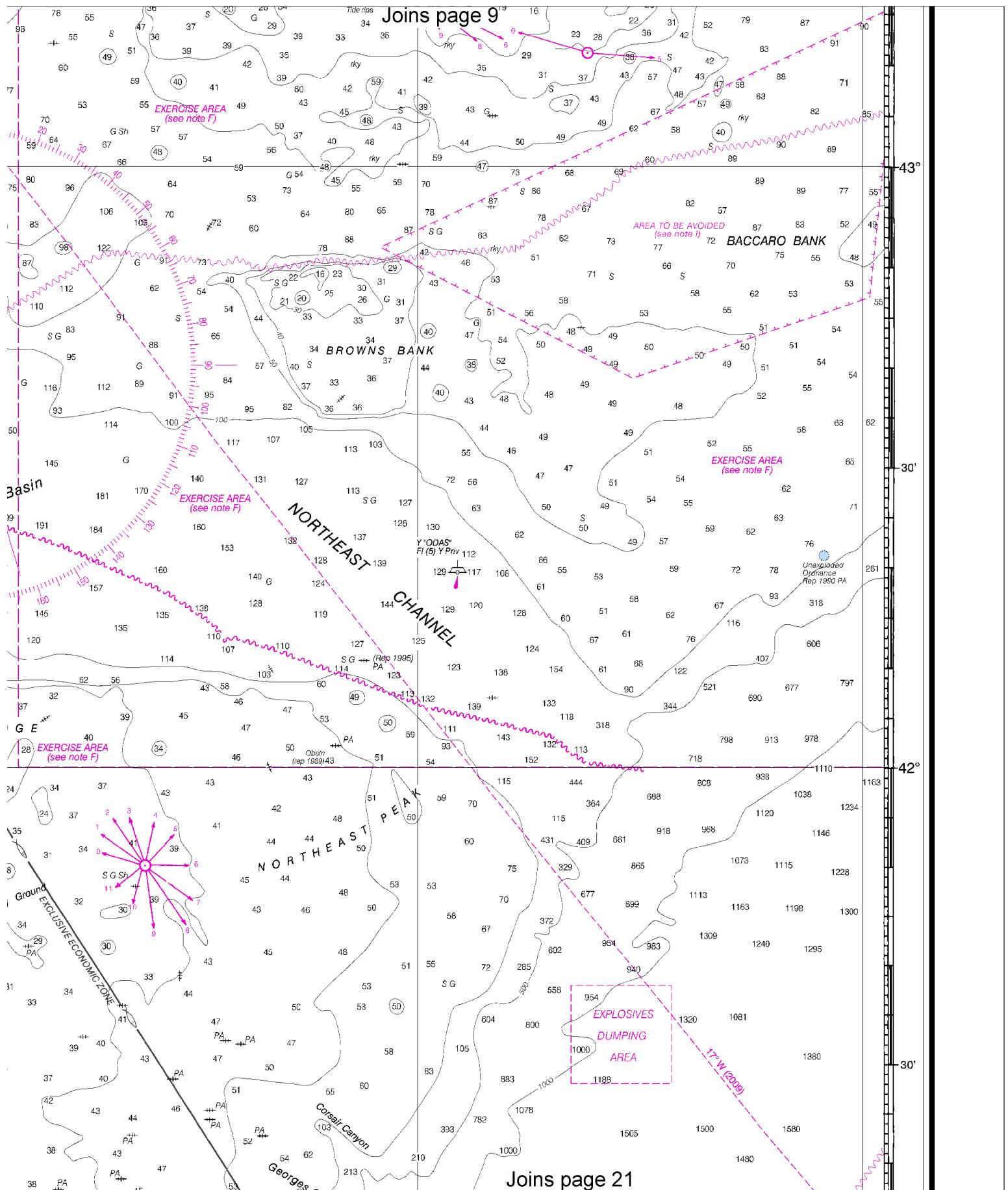
12



Joins page 18



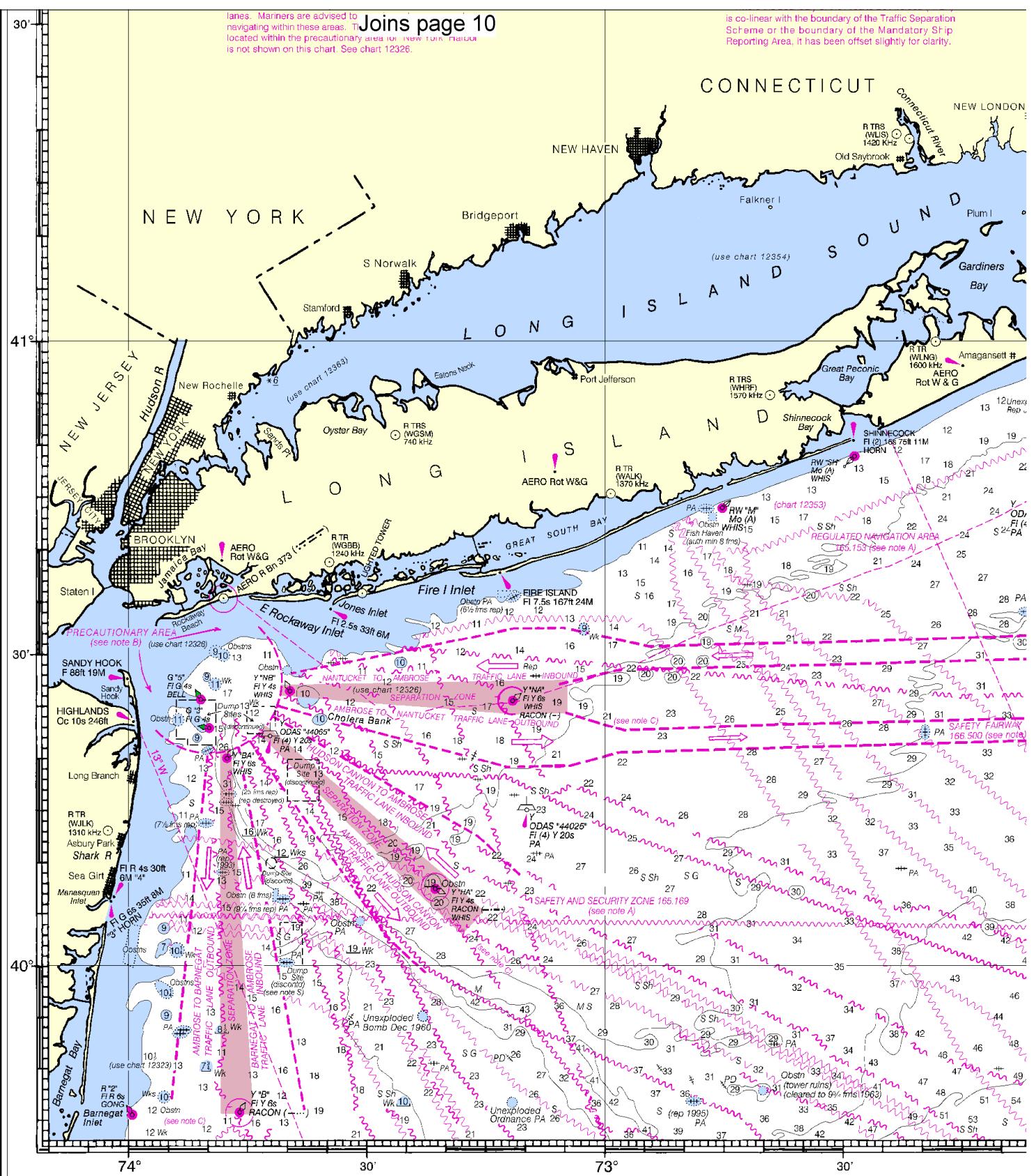




lanes. Mariners are advised to navigating within these areas. The located within the precautionary area for New York Harbor is not shown on this chart. See chart 12326.

is co-linear with the boundary of the Traffic Separation Scheme or the boundary of the Mandatory Ship Reporting Area, it has been offset slightly for clarity.

## CONNECTICUT

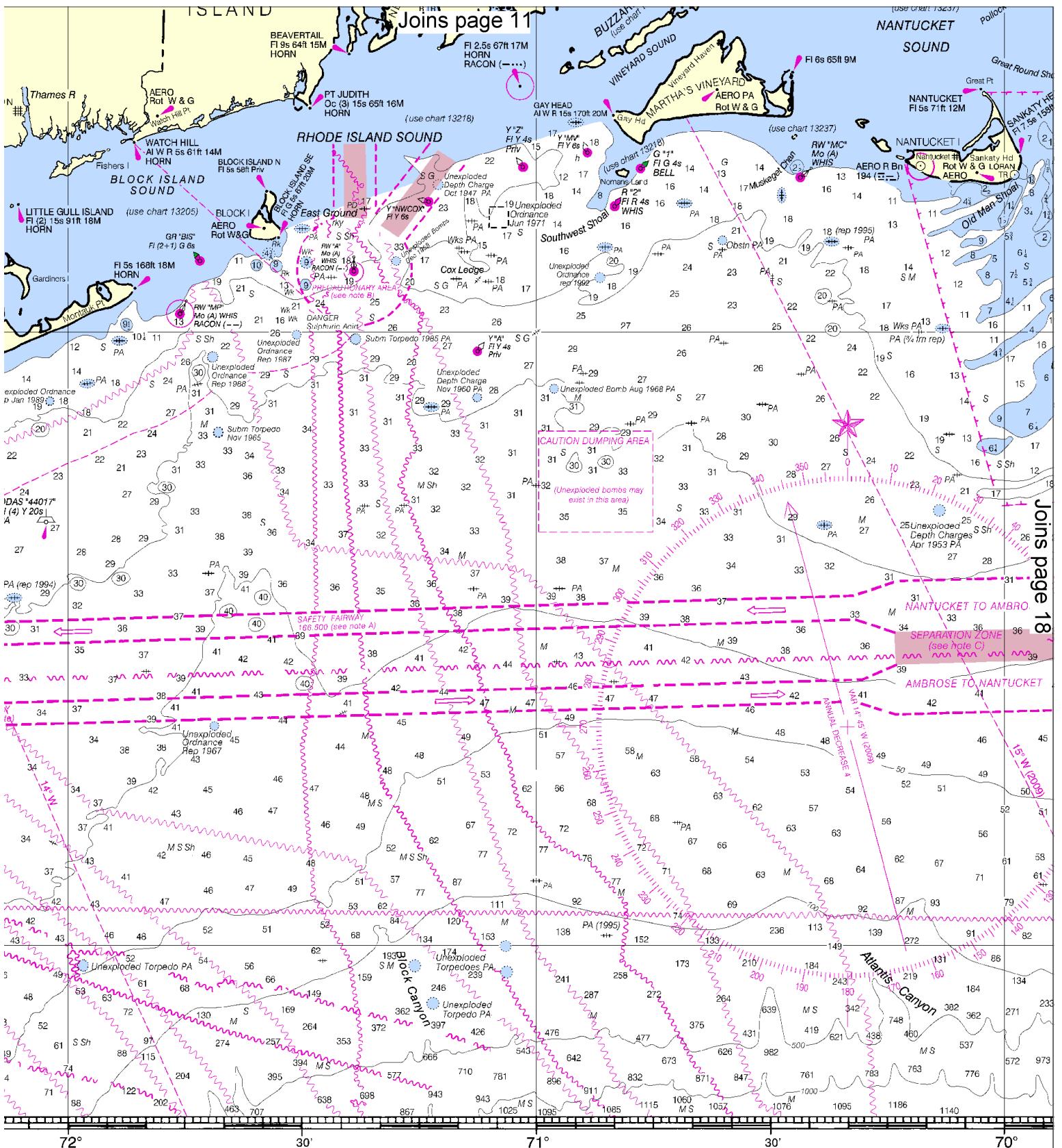


35th Ed., Apr./09 ■ Corrected through NM Apr. 18/09  
Corrected through LNM Apr. 7/09

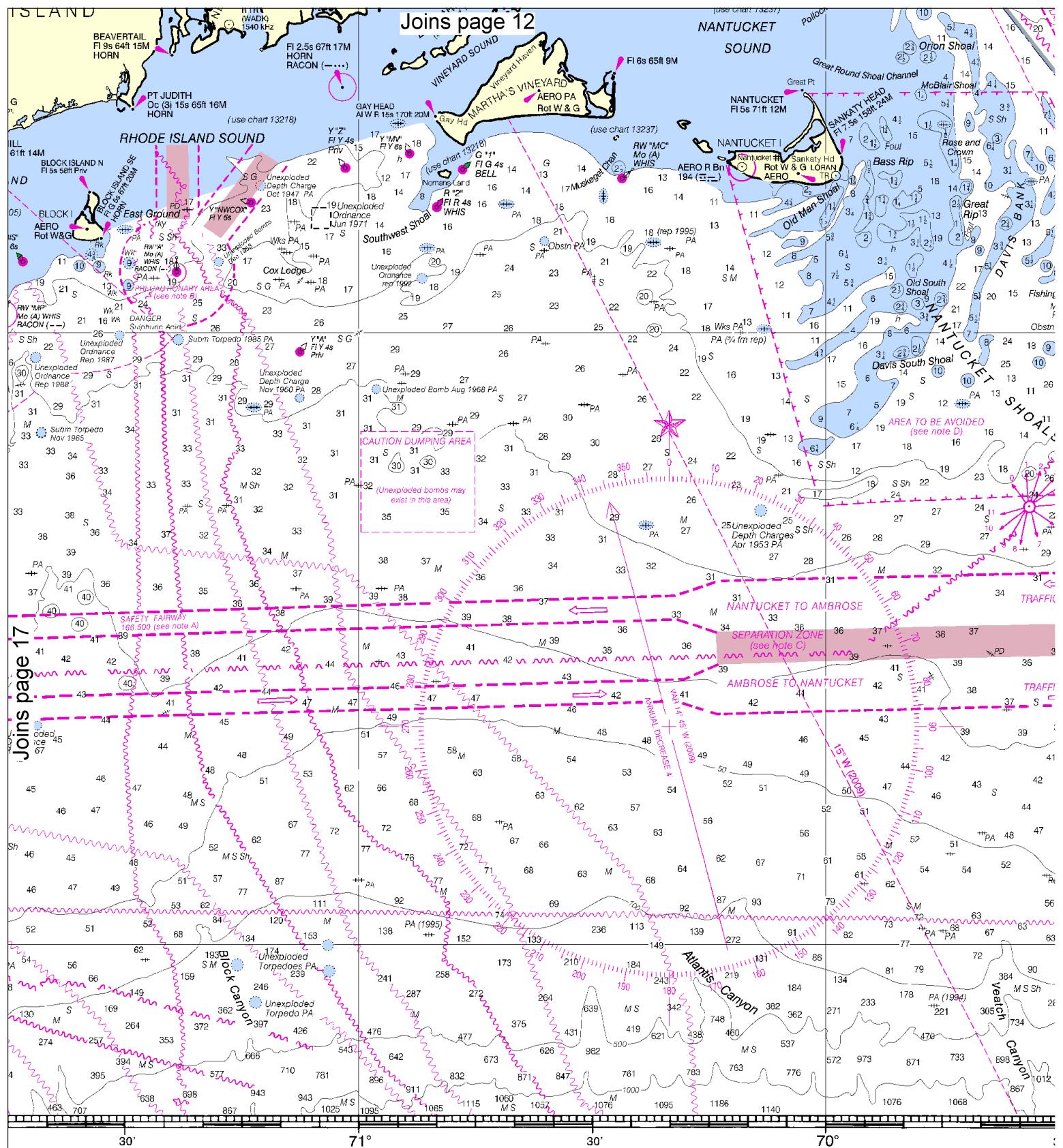
**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dat updates corrected from Notice to Ma r left hand corner are available at nel.

# SOUND

16



**DINGS IN FATHOMS**



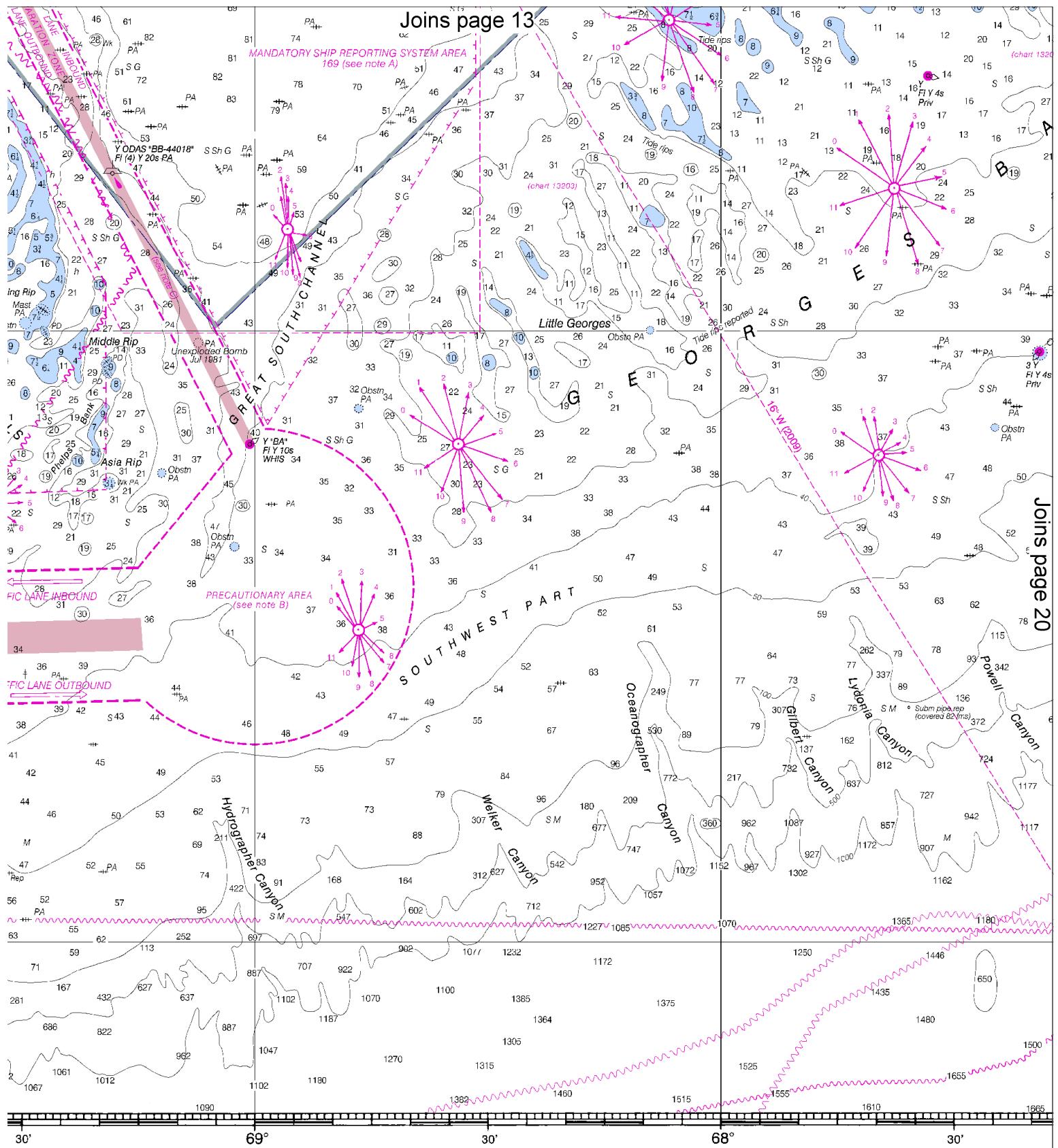
# ATHOMS

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS): Service, NOAA, Silver Spring, Maryland 20910-3282.

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NATIONAL OCEAN SURVEY  
COAST SURVEY

18





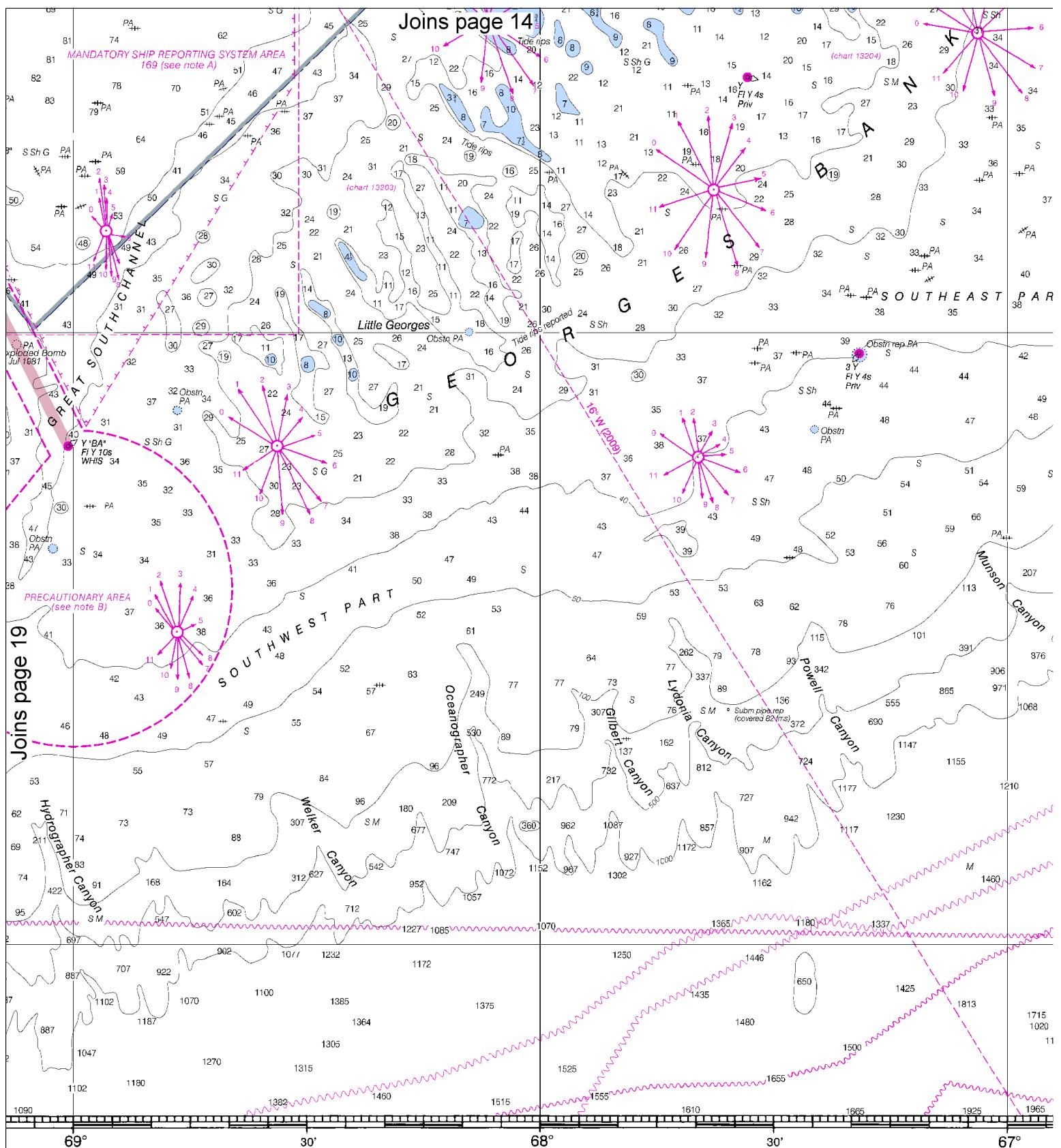
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19

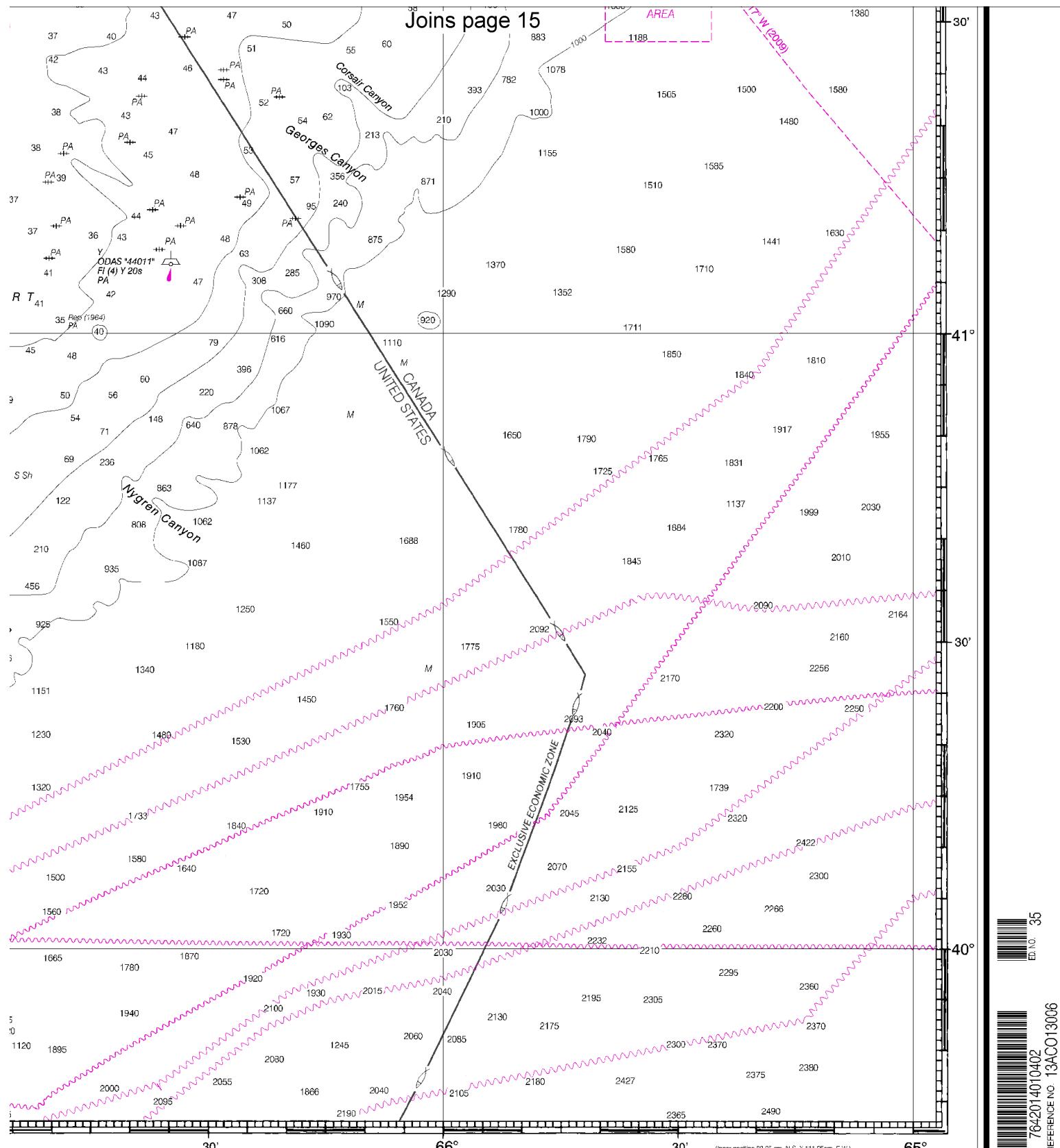


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FATHOMS	1	2	3	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1.83	3.65	5.47	7.29	9.11	10.93	12.75





## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

- Coast Guard East Moriches** – 631-395-4405
- Coast Guard East Chatham** – 508-945-0164
- Coast Guard Boston** – 617-223-8555/8559
- Coast Guard Southwest Harbor** – 207-244-5121
- MA Environmental Police** – 800-632-8075
- Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



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